

**2002**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**138**  
City of Winchester

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	



















### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Winchester																	
7	Boscawen St	0.18	3300	F	From	US 50, US 522 Par, Braddock St					C	0.082	F		3500	F	2002
			89%	1%	2%	5%	3%	0%									
			Combined Traffic:	10000	F	89%	1%	2%	5%	3%							
US 11 Cameron St																	
7	11 Cameron St	0.17	11000	F	From	RT 11					F	0.086	F		12000	F	2002
			89%	2%	4%	5%	1%	0%									
			Combined Traffic:	NA													
US 11 Cameron St																	
7	Piccadilly St	0.18	11000	F	From	East Lane					F	0.088	F	0.538	11000	F	2002
			95%	1%	2%	1%	1%	0%									
			Piccadilly St														
7	East Lane	0.02	10000	F	From	Fairfax Lane					F	0.095	F	0.513	11000	F	2002
			95%	1%	2%	1%	1%	0%									
			Highland Ave														
7	National Ave	0.32	13000	F	From	138-5213 Pleasant Valley Rd					F	0.085	F	0.604	13000	F	2002
			95%	1%	2%	1%	1%	0%									
			Berryville Ave														
7	Berryville Ave	0.79	17000	F	From	Ross St					C	0.081	F	0.554	18000	F	2002
			95%	1%	2%	1%	1%	0%									
			Berryville Ave														
7	Berryville Ave	0.16	30000	F	From	ECL Winchester, I-81					F	0.1	F	0.603	32000	F	2002
			95%	1%	2%	1%	1%	0%									
			Piccadilly St														
7	Piccadilly St	0.18	7200	F	From	Braddock St					F	0.086	F		7600	F	2002
			89%	1%	2%	5%	3%	0%									
			Combined Traffic:	0	F												
Cameron St																	
11	Valley Ave	1.37	16000	F	From	SCL Winchester					F	0.084	F	0.506	17000	F	2002
			95%	0%	2%	1%	2%	0%									
			Valley Ave														
11	Valley Ave	0.12	22000	F	From	Middle Rd					F	0.089	F	0.575	24000	F	2002
			95%	0%	2%	1%	2%	0%									
			Valley Ave														
11	Valley Ave	0.67	17000	F	From	Weems Lane					F	0.085	F	0.511	18000	F	2002
			95%	0%	2%	1%	2%	0%									
			Valley Ave														
11	Valley Ave	0.59	14000	F	From	Bellview Ave					F	0.088	F	0.626	14000	F	2002
			95%	0%	2%	1%	2%	0%									
			Valley Ave														
11	Valley Ave	0.09	3200	F	From	US 11 Par Braddock St					F	0.096	F		3300	F	2002
			96%	0%	1%	1%	2%	0%									
			Combined Traffic:	14000	F	92%	1%	4%	2%	1%							
Gerrard St																	
11	Gerrard St	0.10	15000	F	From	Valley Ave					F	0.078	F	0.671	15000	F	2002
			96%	0%	1%	1%	2%	0%									
			Cameron St														
11	Cameron St	0.53	6000	F	From	US 50 Gerrard St					C	0.082	F		6300	F	2002
			89%	2%	4%	5%	1%	0%									
			Combined Traffic:	14000	F	93%	1%	3%	2%	1%							
Boscawen St																	
11	Cameron St	0.17	11000	F	From	Piccadilly St					F	0.086	F		12000	F	2002
			89%	2%	4%	5%	1%	0%									
			Combined Traffic:	NA													
Cameron St																	
11	Cameron St	0.83	4000	F	From	Loudoun St					C	0.089	F		4300	F	2002
			96%	0%	1%	1%	2%	0%									
			Combined Traffic:	9300	F	96%	0%	1%	1%	2%							
Cameron St																	
11	Martinsburg Pike	0.31	13000	F	From	NCL Winchester					F	0.089	F	0.542	14000	F	2002
			96%	0%	1%	1%	2%	0%									
			Braddock St														
11	Braddock St	0.09	11000	F	From	Valley Ave					F	0.093	F	0.78	11000	F	2002
			90%	2%	5%	2%	1%	0%									
			Combined Traffic:	14000	F	92%	1%	4%	2%	1%							
Gerrard St																	

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Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Winchester																	
	Braddock St	0.53	8500	F	96%	1%	2%	0%	1%	0%	C	0.094	F		9000	F	2002
			Combined Traffic:	14000	F	93%	1%	3%	2%	1%	0%	C	NA		15000	F	
			To: Boscawen St														
	Braddock St	0.36	3000	F	90%	2%	5%	2%	1%	0%	C	0.094	F		3200	F	2002
			Combined Traffic:	7100	F	94%	1%	3%	1%	1%	0%	C	NA		7500	F	
			To: North Ave														
	North Ave	0.03	500	F	95%	1%	2%	1%	1%	0%	C	0.119	F	0.767	520	F	2002
			Combined Traffic:	0	F							NA		0	F		
			To: Loudoun St														
	Loudoun St	0.30	4800	F	96%	1%	1%	2%	0%	0%	C	0.095	F	0.82	5100	F	2002
			Combined Traffic:	8800	F	96%	0%	1%	1%	1%	0%	C	NA		9300	F	
			To: Wyck St														
	Loudoun St	0.24	5300	F	96%	0%	1%	1%	2%	0%	C	0.089	F	0.809	5600	F	2002
			Combined Traffic:	9300	F	96%	0%	1%	1%	2%	0%	C	NA		9800	F	
			To: Cameron St														
	Millwood Ave	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
			To: I-81														
			From: Maintenance Jurisdiction Change														
	Jubal Early Drive	0.15	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
			To: I-81														
			From: Jubal Early Dr														
	Millwood Ave	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
			To: Cameron St														
			From: WCL Winchester														
	Amherst St	0.64	20000	F	98%	1%	1%	1%	0%	0%	F	0.087	F	0.603	21000	F	2002
			To: Fox Dr														
				Amherst St	0.75	17000	F	98%	1%	1%	1%	0%	0%	C	0.085	F	0.518
To: Boscawen St																	
From: Amherst St																	
	Boscawen St	0.37	16000	F	98%	1%	1%	1%	0%	0%	F	0.086	F	0.515	17000	F	2002
			To: Braddock St														
			From: Boscawen St														
	Braddock St	0.53	8500	F	96%	1%	2%	0%	1%	0%	C	0.094	F		9000	F	2002
			Combined Traffic:	14000	F	93%	1%	3%	2%	1%	0%	C	NA		15000	F	
			To: Gerrard St														
	Gerrard St	0.07	11000	F	96%	1%	2%	0%	1%	0%	F	0.082	F	0.612	11000	F	2002
			To: Valley Ave														
				Gerrard St	0.10	15000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671
To: RT 11 P																	
From: Cameron St																	
	Millwood Ave	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
			To: Jubal Early Dr														
			From: Millwood Ave														
	Jubal Early Drive	0.15	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
			To: I-81														
			From: ECL Winchester														
	Millwood Ave	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
			To: ECL Winchester														
			From: Braddock St														
	Piccadilly St	0.18	7200	F	89%	1%	2%	5%	3%	0%	F	0.086	F		7600	F	2002
			Combined Traffic:	0	F							NA		0	F		
			To: Cameron St														



Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Winchester																		
		Cameron St	0.17	11000	F	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	F	2002
		Combined Traffic:		NA									0.086	F		NA		
		Cameron St	0.53	6000	F	89%	2%	4%	5%	1%	0%	C	0.082	F		6300	F	2002
		Combined Traffic:		14000	F	93%	1%	3%	2%	1%	0%	C	NA			15000	F	
						To	US 50 Gerrard St											
			0.07	28000	A	75%	1%	3%	1%	20%	1%	C	0.094	A		28000	A	2002
	Combined Traffic:		55000	A	75%	1%	2%	1%	19%	1%	C	0.092	A	0.512	55000	A		
							To	NCL Winchester										
			0.07	27000	A	76%	1%	2%	1%	19%	1%	A	0.096	A		27000	A	2002
	Combined Traffic:		55000	A	75%	1%	2%	1%	19%	1%	C	0.092	A	0.512	55000	A		
							To	NCL Winchester										
		Millwood Ave	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
								To	I-81									
		Jubal Early Drive	0.15	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	F	2002
								To	I-81									
		Millwood Ave	0.80	17000	F	96%	1%	2%	0%	1%	0%	F	0.087	F	0.521	18000	F	2002
								To	N RT 50									
		Cameron St	0.53	6000	F	89%	2%	4%	5%	1%	0%	C	0.082	F		6300	F	2002
		Combined Traffic:		14000	F	93%	1%	3%	2%	1%	0%	C	NA			15000	F	
						To	Boscawen St											
		Cameron St	0.17	11000	F	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	F	2002
		Combined Traffic:		NA									0.086	F		NA		
						To	Piccadilly St											
		Piccadilly St	0.18	7200	F	89%	1%	2%	5%	3%	0%	F	0.086	F		7600	F	2002
		Combined Traffic:		0	F								NA			0	F	
						To	RT 7 P/RT 50											
	Piccadilly St		0.19	5900	F	94%	1%	3%	2%	1%	0%	F	0.093	F	0.619	6200	F	2002
							To	Fairmont Ave										
	Fairmont Ave		0.22	6700	F	94%	1%	3%	2%	1%	0%	F	0.091	F	0.629	7100	F	2002
							From	Piccadilly St										
	Fairmont Ave		0.55	12000	F	94%	1%	3%	2%	1%	0%	C	0.094	F	0.683	13000	F	2002
							To	NCL Winchester										
						From	Cameron St											
		Gerrard St	0.10	15000	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	15000	F	2002
								To	Valley Ave									
		Gerrard St	0.07	11000	F	96%	1%	2%	0%	1%	0%	F	0.082	F	0.612	11000	F	2002
								To	Braddock St									
		Braddock St	0.53	8500	F	96%	1%	2%	0%	1%	0%	C	0.094	F		9000	F	2002
		Combined Traffic:		14000	F	93%	1%	3%	2%	1%	0%	C	NA			15000	F	
						To	Boscawen St											
	Woodstock Ln		0.63	1800	F	95%	1%	2%	2%	1%	0%	C	0.090	F	0.566	1900	F	2002
	</																	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Winchester																	
3	Washington St	0.64	4400	F	From:	Handley Blvd					0.096	F	0.626	4600	F	2002	
					To:	Piccadilly St											
4	Handley Blvd	0.08	12000	F	From:	Braddock St					0.095	F	0.545	13000	F	2002	
					To:	Washington St											
5	Tevis Ave	0.21	8100	F	From:	99%	0%	0%	0%	0%	C	0.085	F	0.542	8600	F	2002
					To:	Cedarmeade Ave											
6	Cedarmeade Ave	0.55	1500	F	From:	93%	2%	3%	2%	1%	C	0.143	F	0.575	1600	F	2002
					To:	Papermill Rd											
7	Jubal Early Dr	0.65	5100	F	From:	Handley Ave					0.093	F	0.651	5400	F	2002	
					To:	US 11 Valley Avenue											
7	Jubal Early Dr	1.13	19000	F	From:	US 50					0.083	F	0.505	20000	F	2002	
					To:												
5200	Cedar Creek Grade	0.52	12000	F	From:	96%	0%	2%	1%	1%	F	0.095	F	0.625	13000	F	2002
					To:	Valley Ave											
5200	Weems Ln	0.50	13000	F	From:	96%	0%	2%	1%	1%	C	0.090	F	0.502	14000	F	2002
					To:	Papermill Rd											
5201	Middle Rd	1.01	3900	F	From:	92%	1%	4%	3%	1%	C	0.092	F	0.612	4100	F	2002
					To:	WCL Winchester											
5203	Fox Dr	0.86	3500	F	From:	96%	1%	1%	2%	1%	C	0.104	F	0.566	3700	F	2002
					To:	NCL Winchester											
5204	Cork St	0.08	9100	F	From:	98%	1%	1%	1%	0%	F	0.090	F	0.518	9700	F	2002
					To:	Kent St											
5204	Cork St	0.48	11000	F	From:	98%	1%	1%	1%	0%	F	0.088	F	0.539	11000	F	2002
					To:	138-5213 Pleasant Valley Rd											
5204	Senseny Rd	0.44	11000	F	From:	98%	1%	1%	1%	0%	C	0.089	F	0.535	12000	F	2002
					To:	ECL Winchester											
5206	Commercial St	0.29	4300	F	From:	93%	0%	3%	2%	2%	C	0.102	F	0.576	4600	F	2002
					To:	Cameron St											
5207	Shawnee Dr	0.67	5000	F	From:	94%	1%	2%	2%	2%	C	0.086	F	0.546	5300	F	2002
					To:	Papermill Rd											
5209	Papermill Rd	0.86	11000	F	From:	97%	0%	2%	1%	0%	F	0.087	F	0.51	12000	F	2002
					To:	Pleasant Valley Rd											
5209	Papermill Rd	0.64	5800	F	From:	97%	0%	2%	1%	0%	F	0.089	F	0.537	6100	F	2002
					To:	Weems Ln											
5209	Papermill Rd	0.58	16000	F	From:	97%	0%	2%	1%	0%	C	0.09	F	0.537	17000	F	2002
					To:	Commerce St											
5209	Loudoun St	0.57	6600	F	From:	97%	0%	2%	1%	0%	F	0.097	F	0.512	7000	F	2002
					To:	Gerrard St											
5213	Pleasant Valley Rd	1.22	20000	F	From:	95%	0%	2%	2%	1%	C	0.081	F	0.541	21000	F	2002
					To:	Jubal Early Drive											
5213	Pleasant Valley Rd	0.36	25000	F	From:	95%	0%	2%	2%	1%	F	0.087	F	0.554	26000	F	2002
					To:	Millwood Ave											

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Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Winchester																	
5213	Pleasant Valley Rd	0.91	23000	F	From:	Millwood Ave				F	0.081	F	0.526	24000	F	2002	
					To:	Cork St											
5213	Pleasant Valley Rd	0.36	19000	F	From:	Berryville Ave				F	0.080	F	0.546	20000	F	2002	
					To:	National Ave											
5221	Smithfield Ave	0.63	2700	F	From:	NCL Winchester				C	0.094	F	0.573	2900	F	2002	
					To:	Cedarmeade Ave											
	2nd St		240	F	From:	Summit Ave					0.142	F		250	F	2002	
					To:	Boscawen St											
	Amherst St		4300	F	From:	Braddock St					0.087	F		4600	F	2002	
					To:	Shawnee Dr											
	Battaile Dr		1200	F	From:	SCL Winchester					0.105	F		1300	F	2002	
					To:	Wentworth Dr											
	Beachcroft Rd		200	F	From:	Oakwood Ct					0.107	F		220	F	2002	
					To:	Valley Ave											
	Bellview Ave		1200	F	From:	Lewis St					0.089	F		1300	F	2002	
					To:	Loudoun St											
	Bond St		260	F	From:	Cameron St					0.097	F		280	F	2002	
					To:	Jackson Ave											
	Braddock St		700	F	From:	Locust Ave					0.095	F		750	F	2002	
					To:	Ridge Ave											
	Branner Ave		380	F	From:	Isaac St					0.116	F		400	F	2002	
					To:	Green St											
	Butler Ave		240	F	From:	Beau St					0.094	F		260	F	2002	
					To:	Old Fort Rd											
	Caroline St		260	F	From:	Marion St					0.145	F		270	F	2002	
					To:	Whitlock Ave											
	Commerce St		600	F	From:	Southwerk St					0.091	F		640	F	2002	
					To:	Bruce St											
	Dunlap St		220	F	From:	WCL Winchester					0.121	F		240	F	2002	
					To:	S. Loudoun St											
	E. Southwerk St		2000	F	From:	S. Cameron St					0.116	F		2100	F	2002	
					To:	Frederick Ave											
	Elm St		3900	F	From:	Woodland Ave					0.103	F		4100	F	2002	
					To:	Grove St											
	Euclid Ave		490	F	From:	Woodstock Ln					0.138	F		520	F	2002	
					To:	S.Loudoun St											
	Glaize Ave		260	F	From:	Dead End					0.119	F		280	F	2002	
					To:												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Handley St		640	F	From:	Whitlock Ave						0.118	F		680	F	2002
				To:	Sheridan St											
Imperial St		200	F	From:	Papermill Rd						0.142	F		220	F	2002
				To:	Superior Ave											
Jackson Ave		440	F	From:	Braddock St						0.093	F		460	F	2002
				To:	Pennsylvania Ave											
Kent St		900	F	From:	Beau St						0.098	F		950	F	2002
				To:	WCL Winchester											
Kent St		6400	F	From:	Boscawen St						0.096	F		6800	F	2002
				To:	Philpot St											
Leicester St		510	F	From:	Parkway Ave						0.088	F		540	F	2002
				To:	Shawnee Ave											
Marion St		330	F	From:	Branner Ave						0.103	F		350	F	2002
				To:	Caroline St											
Massanutten Terrace		580	F	From:	Hockman Ave						0.126	F		620	F	2002
				To:	Middle Rd											
Orchard Ave		230	F	From:	Elm St						0.114	F		250	F	2002
				To:	ECL Winchester											
Parkway Ave		1000	F	From:	Pall Mall St						0.112	F		1100	F	2002
				To:	Leicester St											
Pennsylvania Ave		590	F	From:	Richards						0.098	F		630	F	2002
				To:	Jackson Ave											
Peyton St		540	F	From:	Faimont Ave						0.146	F		570	F	2002
				To:	Braddock St											
Pleasant Valley Rd		420	F	From:	Dead End						0.119	F		440	F	2002
				To:	Cedarmeade Ave											
Purcell Ave		2100	F	From:	Cork St						0.12	F		2300	F	2002
				To:	Grove St											
S.Kent St		1200	F	From:	Millwood Ave						0.11	F		1300	F	2002
				To:	Southwerk St											
Saratoga Dr		440	F	From:	Dulles Circle						0.119	F		470	F	2002
				To:	Lake Dr											
Shenandoah Ave		800	F	From:	Leicester St						0.088	F		850	F	2002
				To:	Cork St											
South Werk St		480	F	From:	Handley St						0.099	F		510	F	2002
				To:	Ivy St											
Stewart St		9300	F	From:	Wolfe St						0.091	F		9800	F	2002
				To:	Boscawen St											

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						2Axle	3+Axle	1Trail	2Trail							
Summit Ave		160	F	From:	2Nd St					0.141	F		170	F	2002	
				To:	1St Street											
Tennyson Ave		520	F	From:	Jefferson St					0.122	F		560	F	2002	
				To:	Leicester St											
Washington St		4100	F	From:	Boscawen St					0.094	F		4300	F	2002	
				To:	Amherst St											
Wentworth Dr		1300	F	From:	Applecroft Rd					0.128	F		1400	F	2002	
				To:	Beachcroft Rd											
Whitter Ave		730	G	From:	Wood Ave					NA			760	G	2002	
				To:	Ridge Ave											
Wood Ave		740	F	From:	Whitter Ave					0.1	F		780	F	2002	
				To:	Lanny Dr											
Woodland Ave		1100	F	From:	Pine St					0.1	F		1200	F	2002	
				To:	Elm St											
Wyck St		3700	F	From:	Loudoun St					0.103	F		3900	F	2002	
				To:	Braddock St											